

TRANSEND

May, 2008

A magazine for employees, retirees and stakeholders of the Arizona Department of Transportation

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ADOT, other agencies collaborate to make highways safer for animals and motorists

Safe passage for wildlife

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An artist's rendition of an
animal overpass planned for
U.S. Route 93 near Hoover Dam

Provided by Corral Dybas Group





Victor M. Mendez
Director

Introducing a brand new Multimodal Planning Division

I am pleased to announce the merger of two divisions into one – the Multimodal Planning Division. Combining the Transportation Planning and Public Transportation divisions will address the state's diverse long-term transportation needs in the twenty-first century and will help achieve our goal of integrated multimodal statewide transportation planning.

Rakesh Tripathi, who joined ADOT in February as director of the Transportation Planning Division will continue to provide planning leadership.

The new division will focus on planning an integrated transportation system consisting of highways, rail, public transportation and bicycle/pedestrian facilities to further enhance ADOT's capability to develop multiple transportation solutions.

Governor Janet Napolitano praised the bold reorganization by, saying, "The creation of the Multimodal Planning Division reflects the urgent need to create a coordinated investment

in diverse solutions to move people and commerce throughout Arizona. ADOT is again displaying leadership in developing transportation choices to shape Arizona's future."

Tripathi, who previously served as interim director of planning for the Texas Department of Transportation's Houston District, will use his experience in leading ADOT's highway, rail and public transportation planning programs, all of which are emerging needs for the state.

Rakesh brings a wealth of knowledge about multimodal transportation planning. His experience working with diverse jurisdictions is important as we actively work on plans for our state's long-term transportation needs.

Please join me in congratulating Rakesh in his new role and please give your support to the combined staff.

Victor M. Mendez,

Director

TRANSEND

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Ensuring safe passage across highways for wildlife

By John Tucker
Associate Editor

The age-old struggle between human progress and Mother Nature is in full bloom in Arizona as the state's natural beauty, open spaces, and diverse wildlife increasingly collide with a booming population and development, including highways.

That collision takes on literal meaning when vehicles and wildlife meet in the road.

Each year, hundreds of thousands of birds, reptiles, mammals and amphibians are killed by drivers on Arizona roads. Large mammals such as elk and deer rarely survive vehicle collisions and the human costs – in terms of property damage, injury or death – can run into millions of dollars.

More than 10 years ago, ADOT began planning the expansion of State Route 260 from a narrow

road to divided four-lane highway between Payson and Show Low. Planners were concerned about human safety as well as the safety of the Rocky Mountain elk, white tail deer and other species who favor the area for its lush meadows, spring-fed creeks, and sheltering Ponderosa pines.

Employees from ADOT, the Arizona Game and Fish Department, the Tonto National Forest and the Federal Highway Administration brainstormed ways to reduce animal-vehicle collisions and looked at ways to preserve habitat and reduce fragmentation. According to FHWA literature, fragmentation occurs when manmade structures hamper animals from moving freely in their ranges to find food, water and mates, escape from predators and make seasonal migrations.

ADOT Construction Technician James Laird was part of the original team to make the project more elk-friendly.

“First off, we thinned the trees and burned vegetation near the road,” said Laird, who at the time was the manager of ADOT’s

Natural Resources Group. “The thinning gave motorists a better line of sight and by burning vegetation that the elk and deer like to eat, we hoped to keep animals away from the road.” Crews also moved some water sources further away from the roads.

That beginning met with modest success. However the more sophisticated activities that followed not only reduced the number of collisions but earned the project international attention and several environmental awards. Moreover, it spawned similar collaborations between ADOT and other government and private organizations to consider wildlife impacts early in the process of designing or redesigning roads and bridges.

“ADOT is taking a proactive approach of being an environmental steward and looking beyond just the pavement, and that is huge,” said Siobahn Nordhaugen a GIS special projects consultant from ADOT’s Office of Environmental Natural Resources Management Group.

The fruits of collaboration can be found in all corners of the state, ranging from planned overpasses for desert bighorn sheep along U.S.

(Continued on Page 4)



Wildlife experts David Hodges, Sky Island Alliance; Kim Vicariu, Wildlands Project; Charles Barclay, ADOT; and Evelyn Erlandsen formerly of Arizona Game and Fish Department, contributed information to the statewide Arizona Wildlife Linkages Assessment.

Safe passage for wildlife

(Continued from Page 3)

93 near Hoover Dam, to studying genetic variation of pronghorn sheep across U.S. Highway 89 and State Route 64 near Flagstaff, to culverts that allow flat-tailed horned lizards to cross beneath the Area Service Highway under construction near Yuma.

Where the wild things are

In 2003, engineers, biologists and other professionals formed the Arizona Wildlife Linkages Workgroup. It includes representation from nine public agencies and non-profit organizations including ADOT, AGFD, FHWA, as well as Northern Arizona University, School of Forestry, USDA Forest Service, Bureau of Land Management, The Sky Island Alliance, The Wildlands Project and the U.S. Fish and Wildlife Service.

The group's mission is to identify and promote wildlife habitat connectivity using a collaborative, science-based effort to provide safe passage for people and wildlife. They compiled their findings into the Arizona's Wildlife Linkages Assessment, a comprehensive report identifying 152 zones important to Arizona's wildlife and natural ecosystems.

National and international wildlife and transportation experts have hailed the assessment as a model for integrating wildlife protection into transportation planning. Inquiries about the program poured in, work-shops followed, and since then hundreds of copies of the assessment have been shared around the world.

FHWA Environmental Program Manager Steve Thomas said, "It is one of the most proactive programs in the country."

The project garnered several awards, including an FHWA Environmental Excellence Award in 2007 and even a spot in the Defenders of Wildlife Hall of Fame, an honor rarely bestowed on government agencies.

The linkages continue to be refined. For example, a recent workshop for Maricopa County resulted in more than 70 additional wildlife linkages. Pima County officials have expressed a desire to conduct a similar assessment for their county.

State Route 260

Through the years, ADOT has used a variety of methods to protect wildlife. However, the agency took protection and

connectivity to a new level with the State Route 260 reconstruction project, which threatened a vital elk movement corridor.

The AGFD used grant money to set up cameras to track movement and highway-crossing patterns of elk and other animals. Dozens of elk were captured and outfitted with GPS telemetry collars to monitor their comings and goings. Researchers were able to pinpoint the preferred crossing spots for elk.

This helped engineers decide where to place fencing and underpasses and how to design the underpasses so the animals felt safe enough to use them regularly. Research and refinement continues.

Two years ago, a sophisticated elk crosswalk with electric fencing was installed as part of a pilot project aimed at reducing collisions and fragmentation. The crosswalk resembles an urban pedestrian crosswalk. High resolution, *(Concluded on Page 5)*

A State Route 260 project featuring electric fencing and a wildlife crosswalk earned ADOT and collaborating agencies the 2008 National Environmental Excellence Award for Environmental Stewardship from the National Association of Environmental Professionals. Accepting the award at a March NAEP meeting were Jeff Gagnon, Arizona Game and Fish Department; Rob Ingram, Tonto National Forest; James Laird, ADOT Prescott District; and Michael Shirley of AZTEC Engineering.



Safe passage for wildlife

(Continued from Page 4)

infrared cameras detect elk, deer or other large mammals beside the road. That information is fed into a computer that analyzes the data and sends a radio signal to flashing signs on both sides of the road to warn approaching drivers to slow down and drive with caution.

A collaboration between ADOT, AGFD, FHWA, AZTEC Engineering, Tonto National Forest and Electrobraided Fence, the enhancement project won a 2008 National Environmental Excellence Award for Environmental Stewardship from the National Assoc. of Environmental Professionals.

According to AGFD data, the wildlife-vehicle collision rate has dropped 92 percent along the road since installing the fencing and crosswalks.

Horns of the dilemma

U.S. 93 in the northwest corner of Arizona passes through the rugged Black Mountains, which overlook the Lake Mead National Recreation Area. One of the largest herds of desert bighorn sheep in the western United States calls the area home. About six years ago, ADOT announced they would be expanding the route to a four-lane divided highway approaching Hoover Dam.

“During the environmental assessment, it was determined that we would need to address possible herd fragmentation,” Mike Kondelis, district engineer in ADOT’s Kingman District said. Plans called for installing sheep crossings.

ADOT, FHWA, AGFD and others formed a technical advisory committee to study the issue and determine the best solution.

Using GPS telemetry collars researchers tracked the movements of 30 bighorn sheep for three years to learn about their migration patterns and where they might cross the road.

Researchers determined that desert bighorn sheep would be much more likely to use overpasses than underpasses. “They have tremendous vision and they like being up high. Their survival instinct is being able to see predators and get away,” Thomas said.

The TAC eventually settled on constructing overpasses located at the three most popular gathering spots for the sheep. “They’re basically girder bridges with a normal deck that will be covered with natural materials,” Kondelis explains. Game fence on both sides will funnel the desert bighorn sheep towards the overpasses.

Predicting wildlife behavior is difficult but biologists and engineers continue looking for new ways to make infrastructure more wildlife friendly. Research continues to be a key component.

“ADOT and other agencies have spent a lot of money on research so we can know what works,” Nordhaugen said. “We are starting to see that the structures are paying off with direct benefits to motorists and wildlife.”

Bus shuttle to service Grand Canyon Airport

Grand Canyon National Park Airport will soon have a convenient bus shuttle service operating between the airport and the Grand Canyon National Park, according to Barclay Dick, director of the Aeronautics Division.

Mike Halpin, airport manager, sees the bus shuttle as a convenient way for people arriving at the airport to get to the park several miles away. The Tusayan Shuttle Bus will also service area hotels and motels. It is operated by Paul Revere Transport under contract to the National Park Service.

The pilot program will operate from June 1 through Sept. 1 between the hours of 7:45 a.m. and about two hours after sundown, according to Halpin. Shuttles will arrive and depart from the Grand Canyon Airlines terminal approximately every 20 minutes.

An average of 380,000 people fly into and out of the Grand Canyon Airport each year. The shuttle service “will provide an effective means for them to get to the park, their hotel, and back to the airport,” Halpin said.

Dedicated to memory of fallen ADOT workers

Sunset Point memorial featured in national publication

A memorial honoring Arizona Department of Transportation employees who lost their lives in state service is featured in *The Road Beacon*, a national publication of a non-profit organization by the same name.

Situated on a promontory of land 40 miles north of Phoenix, overlooking the Agua Fria River, and with the Bradshaw Mountains in the distance, is the granite memorial in the shape of a giant sundial. It was erected in the summer of 1997 at the Sunset Point Rest Area.

"The overlook seemed a particularly nice place because of the views," ADOT public information officer Bill Williams was quoted in the publication. He explains that the sundial was chosen from several designs because it was an enduring symbol and a timeless "message."

On the blade of the sundial is the inscription, "As the sun sets over our fallen companions, may they always be remembered"

The Sunset Rest Area is presently closed to visitors while it is being remodeled. It is slated for opening later this year.

According to Steve Hancock, founding director and editor, *The Road Beacon*, "actively promotes roadside memorial programs, national and state memorials, and inclusion of the history of motor vehicle transportation in high school American history books." The publication is distributed to members of Congress, state legislators, governors, mayors, police chiefs, departments of transportation, urban planners, professors of traffic safety and engineering, safety groups, motor vehicle manufacturers, and the news media.



The ADOT employee memorial at Sunset Point Rest Area was featured in The Road Beacon.

Bicycle workshops address planning, design

Planning and design of safe bicycle routes and facilities were the focus of two workshops offered by ADOT recently in Flagstaff and Phoenix. The events funded by a grant from the Governor's Office of Highway Safety, included speakers and discussion groups.

More than 50 professionals interested in bicycle safety represented local and county governments, Indian reservations, bicycling advocacy groups, and consulting firms according to Michael Sanders, bicycle and pedestrian coordinator for ADOT's Multimodal Planning Division. He said most were engineers engaged in planning, design, and building of bike facilities, paths, and routes.

Workshop organizers led participants on a bicycle tour to given them the experience of riding bicycles in traffic, through intersections, across broken and uneven pavement and across railroad crossings.

Topics discussed included planning issues affecting bike routes, land use and access management, on-road and off-road paths, surfaces, drainage, intersection and railroad crossings, and parking facilities.

Speakers included Michael Ronkin, a consultant formerly with the Oregon Department of Transportation, and Roger Geller, a bicycle planner with the City of Portland, Oregon.

Similar workshops are being planned for other areas of the state.

Arizona drivers take to the HOV lane with fuel-efficient hybrid vehicles

By Larry Clark

MVD Program Support Manager

Fuel economy, time savings and clean air are an appealing combination for lots of Arizona drivers. The Energy Efficient Pilot Program allows certain hybrid vehicles unrestricted access to the High Occupancy Vehicle (HOV) lanes on Arizona freeways.

The Arizona Department of Transportation and the governor's office developed the program which is part of the Governor's Clean Air Initiative. It began in February 2007, after approval from the Federal Highway Administration, and already, the program is nearing the limit of 10,000 special plates.

"Drivers who make the commitment to clean air and energy efficiency will get an easier commute. That seems like a good trade to me," Governor Janet Napolitano said when she introduced the program.

Judging by the rate at which motorists are purchasing the hybrid vehicles and registering for the special hybrid plates, thousands of people agree. Toyota Prius, Honda Civic Hybrid and Honda Insight vehicles meet the fuel efficiency and emissions requirements.

Michael Meier, coordinator of the Motor Vehicle Division's Special Plates Program says that participants pay an \$8 application fee, receive

an Alternative Fuel special license plate with a Hybrid sticker and they have unlimited access to the HOV lanes. "There was an initial surge of activity, and since then about 400 plates a month have been issued," Meier said.

The distinctive plates are a common site on the freeways but they weren't when MVD policy analyst Candace Olson got hers more than a year ago. Olson owned a 2006 Toyota Prius before the program began.

She says access to the HOV lanes is a nice benefit and sometimes cuts her Interstate 17 travel time in half. The smooth drive also reduces her stress and frustration. But Olson is sold on her Prius even without the rush hour bonus. "I love it. I've had no problems with it," she said.

And, the fuel economy lives up to the hype. Olson says she fills up every seven to 10 days and, even with gas prices soaring, has still managed to keep the cost at the pump under \$30.

The program will remain in the pilot phase while the Environmental Protection Agency develops long-term rules for HOV lane use. In the meantime, thousands of people are going green.

Phoenix Goodyear Airport honored for accomplishments; contributions to community

The Phoenix Goodyear Airport was the recipient of this year's Airport of the Year award, sponsored by the Aeronautics Division of the Arizona Department of Transportation.

Barclay Dick, division director, presented the award at the Spring Conference of the Arizona Airports Association in Prescott.

He observed that the airport was selected for its accomplishments in the areas of community relations, airport management, airport maintenance. He also praised the airport for its innovative programs including a major environmental clean-up project where crews replaced 75 percent of its 70-year old water mains.

In addition, airport personnel created an action team to address safety and security needs, established a driver training program for employees and tenants, produced a self-fueling training video, attracted its first ever fixed base operator, and held an air and balloon spectacular including performances by the Blue Angels.

"Then, it decided to get serious about what it was doing and it completed a master plan study to give it better guidance," Dick said. "But, perhaps most importantly, continuing the long history of airports becoming a major economic engine for their communities, this airport has positioned itself to be an anchor of the city's employment corridor and the valley's ever-growing west-side."

To foil theft of data from lost, stolen computers

Encryption software being installed on ADOT laptops

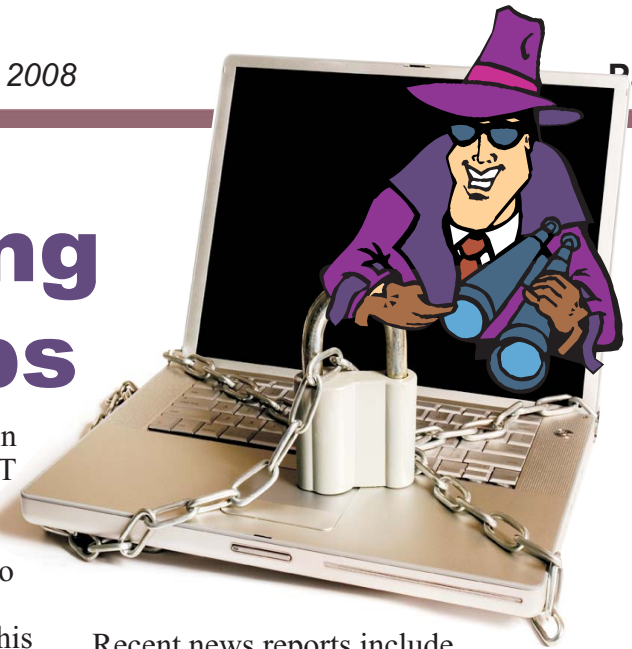
By Ron Loar
Editor

With Arizona ranking number one in the nation in identity theft, it's time that ADOT takes additional security measures to protect unauthorized access to its electronic data stored on laptops, says Thomas Branham, Infrastructure Protection manager for ITG.

"ADOT employees frequently have access to electronic information that could be targeted for improper use, should laptops become lost or stolen," Branham says. "In the event that an agency laptop falls into the hands of the wrong persons, it becomes a major security breach for the agency."

Beginning this month, ITG Security will begin encrypting about 1,000 laptops used by ADOT personnel. This involves installation of a software program on ADOT-owned laptops. The program uses mathematical algorithms to scramble the data. A security password is necessary to unscramble the information. "This is what we must do to better protect our high-risk mobile devices," he said.

According to an article at Forbes.com, "The number of [laptop theft] incidents has been astounding, topped by the theft of a laptop computer last May from the residence of a U.S. Department of Veterans Affairs employee; the computer contained millions of names, birth dates and Social Security numbers.



Recent news reports include the theft of a laptop computer from ING's U.S. Financial Services office in Washington, D.C., resulting in the loss of Social Security numbers of 13,000 public employees. Mercantile Potomac Bank in Bethesda, Md., lost Social Security and account numbers of nearly 50,000 customers; and Hewlett-Packard lost records on 196,000 current and former employees. All were due to lost or stolen laptops.

Branham cited a current incident where a laptop was stolen from the Connecticut Department of Revenue Services. The laptop contained personally identifiable data on more than 106,000 taxpayers. "It could happen here at ADOT. This is about protecting valuable data that is held in our trust," Branham points out. "It becomes incumbent on us to protect that data. ADOT cannot afford the embarrassment and loss of public trust. That is why we are taking steps to prevent any likelihood of this occurring," Branham said.

Clues to preventing laptop and data theft

- Keep laptop out of sight when not in use
- Choose an inconspicuous carrying case
- Never leave laptop unattended
- Do not put laptop in overhead compartment or beneath seat when traveling via airline



By Karen Mills and Dian Work

Let's hear your opinions about ethical behavior

Last month's column regarding the issue of receiving gifts while working for the state, spawned several questions that may perplex all ADOT employees.

One reader asked if an employee could receive a gift on behalf of the agency.

In general, we would say yes, so long as there is no conflict of interest with your job functions or expectation by the giver that they will receive special treatment from ADOT in the future, and the gift giving is either random, as in a lottery, or given to everyone in attendance. However, if the recipient is singled out because he/she works for ADOT or if others could perceive a possible gain or preferential treatment to the benefactor in the future, then the gift should be respectfully declined. Ask yourself, "Would I mind seeing this on the front page of the newspaper? Could the giver benefit from this, in any way?"

Another employee asked, "Is it best to just decline things while working for the state so there is no question whatsoever?"

If you are in doubt, then others might view the transaction as questionable as well. In those cases it's always best to decline.

Let's look at three possibilities that could happen:

Let's say you're a big sports fan. A consultant you've worked with frequently over the years has an open house to thank customers for their business the past year. By attending, there is an opportunity to meet other members of the firm as well as learn about additional services they offer. When you walk in, you're given a ticket for the door prize, which happens to be tickets to a major sporting event that you would love to attend. To your amazement, your number is drawn. Now you have an ethical dilemma. Your best course of action would be:

1. Accept the tickets—after all, everyone had a chance to win
2. Accept the tickets, but give them to a local charity
3. Decline the door prize

A vendor or consultant is sponsoring a golf outing at one of the better courses in the valley. All expenses have been paid by the vendor. All you have to do is show up. Can you accept this? Is there an ethical question here and if so, what should you do?

1. Accept and have a good time
2. Accept but pay your own way
3. Decline the invitation

You are attending a national technology convention such as COMDEX and the door prize, which is open to all registered attendees, is a high-end printer. Lo and behold, you win the door prize. Ethically, can you accept the printer?

1. Yes, although I was attending for ADOT, I can accept it personally
2. Yes, I can accept the printer for ADOT
3. No, I cannot accept the door prize

We would like to know how you would respond to these three examples. Send your anonymous [answers here](#) no later than May 12.

We'll let you know the results in next month's TRANSEND.



We're lookin' for you

If you have writing skills and would like to contribute articles for

TRANSEND

contact the editor at
(602) 712-4041 Rloar@azdot.gov

Disadvantaged Business Enterprise Conference provides opportunities for networking, learning

Enamul Hogue, a native of Bangladesh, was honored with a lifetime achievement award presented at the fourth annual ADOT Disadvantaged Business Enterprise Conference May 23 at the Desert Willow Conference Center in Phoenix.

Owner and president of Hoque & Associates, Enamul has been involved with helping the unfortunate people of his homeland, where he maintained a school for the poor and destitute.

In 1997 he started Hoque & Associates, a geotechnical engineering consulting firm based in Tempe. He holds a masters degree in civil and environmental engineering from Arizona State University. Recently he made a significant financial contribution to the university's Ira A. Fulton School of Engineering to fund a laboratory in the new research facility.

Eddie Edison, administrator of the ADOT Civil Rights Office, and Ralph Gonzales, DBE Supportive Services manager for ADOT, made the presentation.

They also presented a distinguished service award to Terri Lynn Cook, for her contributions in assisting Native American outreach while she was associated with Pacific-American Indian Development. That organization assists Native American-owned businesses succeed in government contracting.

Reflecting on the theme of the conference, Partnering Through Diversity, ADOT Director Victor Mendez said in his keynote address, "the theme also could be called Partnering Through Adversity because all of

us face adversity in our lives, and if we are lucky, we don't have to face it alone. We have family, friends, mentors who help us through tough times. They are our partners.

"Today's conference is all about extending opportunity and support to small, minority and woman-owned businesses to help them overcome adversity and succeed in doing business in the transportation industry. A big part of that success comes through building relationships with key partners," he said.

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Terri Lynn Cook accepted a distinguished service award, and Enamul Hoque, was given a special lifetime achievement award at the 2008 DBE Conference. Eddie Edison, administrator of the ADOT Civil Rights Office made the presentations.



Tribal officials, government agencies to discuss transportation issues

For the first time, the Arizona Tribal Transportation Forum and the Tribal Traffic Safety Summit will meet concurrently to discuss topics of mutual concern. The joint meeting will be held May 13-15 at the Francisco Grande Hotel and Golf Resort in Casa Grande.

Representatives of Arizona Native American Tribes will meet with local, county, state and national government agencies to discuss state-tribal related transportation issues.

The Arizona Tribal Strategic Partnering Team (ATSPT), of which ADOT is a major player, will be joining forces with FHWA's Office of Federal Lands Highway Program, and the Tribal Technical Assistance Program of Colorado State University to sponsor the three-day forum and summit. Approximately 100 people are expected to attend.

ADOT Director Victor Mendez will deliver the keynote address.

Since 1999, ADOT, the Federal Highway Administration, and the Bureau of Indian Affairs, have worked through the ATSPT to promote a mutual understanding and shared interest in improving transportation on Native American lands, according to Don Sneed, tribal liaison with ADOT's Multimodal Transportation Division.

Disadvantaged Business Enterprise Conference

(Continued from Page 10)

The conference provided opportunity for business owners to learn about procurement procedures in doing business with ADOT, and afforded the 140 attendees a chance to meet and network with the agency's Procurement Office staff, as well as various consulting firms.

Conference sponsors included the Arizona Department of Revenue's Office of Community Outreach and Education, Maricopa County

Small Business Enterprise Program, CEI Consultant Engineering, Inc., Stanley Consultants, Inc., Huitt-Zollars, MRM Construction Services, Inc., PBS&J, Quality Testing, and Sundt Corp.

Sponsors for the networking break-out session were Haydon Building Corp., Hensel Phelps Construction Company, Parsons Brinckerhoff, Pacific-American Indian Development, and URS Corp.

Highway Maintenance employees win big in Maricopa Rodeo



Maintenance employees from Gila Bend, Yuma District, cleaned up in the recent Maricopa County Equipment Rodeo held in Phoenix. With their awards are, Pete Gonzales, 2nd place, Grader; David Miller, 1st place, Dump Truck, and 1st place Traffic Control; Patrick Villa, 1st Place Traffic Control, and 3rd place, Loader; and Hector Navarro, 1st place Traffic Control, 2nd place, Loader, and 2nd place Dump Truck.

Comments and Kudos

Joe and Kristi Brister of Gold Canyon, AZ express their amazement and pleasure for ADOT's \$40 million Gonzales Pass project, which is widening U.S. Route 60 between Florence Junction and Superior. The Bristers write:

We live at US 60 and El Camino Viejo and often travel to Superior, Arizona. My husband and I are both environmental engineers and are not directly or indirectly affiliated with Kiewit [the prime contractor]. As citizens, we are pleased to note that we have been so impressed by Kiewit's work on the Gonzales Pass project that we were compelled to write to you.

Their environmental stewardship has been exemplary. Their quick efforts in hydro-seeding and bank stabilization were acutely apparent. I have never seen a highway project that involves environmental protection and project completion to such a high standard with continual progress.

They continually have the water truck in operation, and we even noted a delightful avoidance of disturbing a beautiful old saguaro in between the new lanes. Even staff at the Boyce Thompson Arboretum noted with delight that their quick response to hydro-seeding allowed the lovely poppies to bloom this spring, and they were also pleased to note the plans by Kiewit to complete this project ahead of schedule.

We have been amazed at their rapidity in completing this project, and if their safety record meets with the other obvious accomplishments, as a citizen I would like to recommend them for any future projects and/or relevant awards for their exceptional work.

A letter from Attorney Jeffrey G. Baxter of the Tucson law firm, Rusing & Lopez, P.L.L.C., compliments the Motor Vehicle Division and one of its employees for the handling of a complicated legal matter. Writing to ADOT Director Victor Mendez, and MVD Director Stacey K. Stanton, he says:

I represent a motor vehicle dealer in Arizona who recently sold his dealerships. As a condition of the sale, we were required to apply for a new motor vehicle dealer's license on behalf of the buyer, and surrender the license of our client in as seamless a transaction as possible. Based on this requirement, we have been working very closely over the past few weeks with your Motor Vehicle Dealer Licensing Unit, and in particular, the unit's manager, Diane Gee. The unit exceeded my expectations in their performance, and the exchange of the dealer licenses occurred as seamless a transition as I could imagine.

I believe Ms. McGee is a valuable asset to the department and the division. I have found her to be knowledgeable, professional, fair, and efficient. She and the rest of the unit should be commended on the performance of their duties. It has been nothing short of a pleasure to work with Ms. McGee and her staff.

Cheryl Clemens, Web coordinator, completes nursing degree

Cheryl Clemens, who for the past 12 years has been Internet coordinator for ADOT may soon be trading in her computer and Web page software for a hypodermic syringe and stethoscope.

On May, 9, Clemens receives her registered nurse certification as she graduates from Glendale Community College. Nursing has been a life-long career goal that was postponed by marriage, family, and a 20-year career at ADOT.



C. Clemens, R.N.

In February, 1988, she worked as a customer service representative for the Motor Vehicle Division on West Jefferson St. in Phoenix. For the next two years she worked as an administrative assistant in the director's office of the Transportation Planning Division. She returned to MVD as a customer service supervisor, transitioning into the Information Services Group (later known as Information Technology Group) when MVD began computer processing of driver licenses. In 1996, when all of ADOT went on-line and Web sites became a major part of doing business, Clemens became involved in Web page development.

But she never lost sight of her desire for a nursing career. For over six years, Clemens studied nights and weekends to complete her nursing degree.

Milestones in Service

The following employees have attained milestones for their years of service:

30 Years

Ruben M. Carmona, ITD, Phoenix Regional Lab

Donald F. Doyle, TSG, Revenue Audit

Frank A. Felix, ITD, Yuma Maintenance

John D. Sudlow, MVD, Yuma Port of Entry

Robert H. Webb, ITD, Phoenix Construction

25 Years

Lupe V. Bailey, MVD, Technical Support

Clarence O. Wade, Jr., MVD, San Simeon Port of Entry

20 Years

Deborah M. Brauer, MVD, Chandler

Dale R. Choyeski, ITD, Geotechnical Design

Marjorie L. Halpin, ITD, Value Analysis

Manuel J. Hernandez, ITD, Traffic Engineering Group

Kee J. Kescoli, Jr., ITD, Kayenta Shop

Timothy P. Mahoney, ITD, Engineering Survey

Roy E. Miller, ITD, Pavement Materials Testing

Carolyn Skaggs, MVD, Medical Review

15 Years

Robert A. Flores, ITD, Casa Grande Maintenance

Wanda L. Hall, MVD, Avondale Office

William Hurguy, Jr., ITD, Pavement Management

Dawn S. Palmer, ITD, Safford District-wide Construction

Kimberly B. Rojas, TSG, Equipment Services

10 Years

Michelle Thissell, TSG, Procurement

Craig Rudolphy, TSG, Financial Management Services

James T. Brown, TSG, Equipment Services

Raymond Barcenas, ITD, Phoenix Maintenance

Armando C. Grijalva, ITD, Phoenix Maintenance

Thomas W. Threlkeld, ITD, Tucson District

Kenneth S. Lee, ITD, Flagstaff District

Retirements from ADOT

Employees retiring from ADOT, as reported by the Human Resources office include:

Michael J. Harrington, ITD, Phoenix Construction District, 30 years

Chester L. Pianka, ITD, Tucson District, 30 years

Edward K. Walsh, ITD, Phoenix Freeway Tunnel Maintenance, 19 years

Jose L. Camacho, ITD, Survey Section, 22 years

John R. Wilson, ITD, Right of Way, 22 years

Sharon Claiborne, MVD, DOSS Records, 19 years

Judy M Barnhardt, MVD, Operational Support Services, 12 years

Larry Girouard, MVD, Custom System Solutions, 4 years